

Unbundled Network Elements Panel Record Request

Request: Verizon VA was asked to determine if it provided in its Interconnection Agreement in Texas unbundled dedicated transport with multiplexing at the end of the transport. Tr. at 421.

Response: Verizon does not offer in Texas unbundled dedicated transport with multiplexing at the end of the transport.

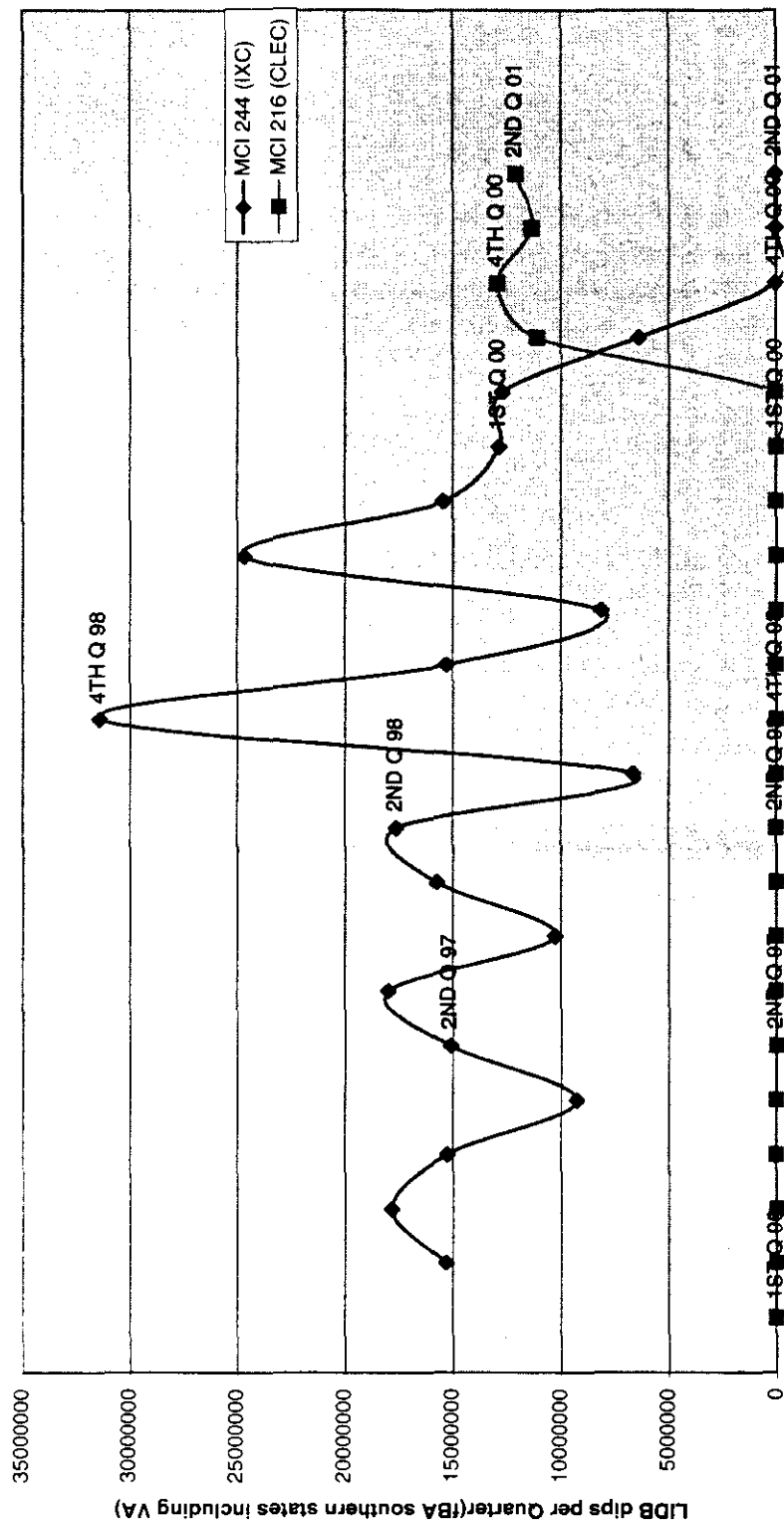


Unbundled Network Elements Panel Record Request

Request: Verizon VA was requested to determine from the date of the First Report and Order (August 8, 1996) until the date of the Supplemental Clarification Order (June 2, 2000) whether Verizon VA's billing relationship with WorldCom for LIDB dips reflected two billing rates for that service. Tr. 645-46. In addition, Verizon VA was asked to determine what is the current practice since June 2000. Tr. 648.

Response: WorldCom processed all LIDB dips through its interexchange carrier point code (prefix 244) prior to 1996 and through the first quarter of 2000. These LIDB dips were paid by WorldCom at the rate in Verizon VA FCC Tariff No. 1. Beginning in the second quarter, 2000, MCIMetro established a point code (prefix 216) as a competitive local exchange company (CLEC). Following the establishment of the MCIMetro point code, the data dramatically shows on Attachment 62A and B that by September 2000 and continuing to the present virtually all of WorldCom's LIDB dips were being reported through its MCIMetro point code 216 and being paid by WorldCom at the rate for a LIDB UNE for local service. The data on Attachment 62A and B are for the former Bell Atlantic southern states, including Virginia; separate data for Virginia is not available.

Verizon VA Exhibit 62A



LIDB dips per Quarter by MCI WorldCom
January 1, 1996-June 30, 2001

	MCI 244 (IXC)	MCI 216 (CLEC)
1 ST Q 96	11,733,015	0
2d Q 96	15,309,127	0
3d Q 96	17,825,679	0
4 th Q 96	15,257,533	0
1 st Q 97	9,256,744	0
2d Q 97	15,105,415	0
3d Q 97	17,959,089	0
4 th Q 97	10,266,991	0
1 st Q 98	15,737,486	0
2d Q 98	17,604,529	0
3d Q 98	6,659,232	0
4 th Q 98	31,420,495	0
1 st Q 99	15,280,385	0
2d Q 99	8,123,094	0
3d Q 99	24,671,534	0
4 th Q 99	15,434,611	0
1 st Q 00	12,856,469	0
2d Q 00	12,718,241	59,242
3d Q 00	6,383,083	11,087,244
4 th Q 00	48,648	12,927,808
1 st Q 01	47,904	11,366,244
2d Q 01	41,309	12,064,964

Note: Point Code 244 is assigned to MCI WorldCom's IXC
Point Code 216 is assigned to MCI WorldCom's CLEC

1

2

3

Advanced Services Panel Record Request

Request: Please provide the methods and procedures and service descriptions that have been agreed upon in the New York DSL Collaborative minutes. (TR. 874:11-875: 14).

Response: See the attached documents 63A through D. Documents contained in Attachments 63A, B, and D are confidential, and are being provided under seal subject to the protective order in this proceeding.

In addition, the service descriptions for the two scenarios implemented in October 2001 were included in Verizon Exhibit 16 as Rebuttal Exhibit ASP-4, and the minutes from Collaborative meetings are maintained on the New York Service Commission's web page at <http://www.dps.state.ny.us/DSLproced.html>. The minutes from the August 7, 2001 meeting were introduced as Verizon Exhibit 41.

CONFIDENTIAL – SUBJECT TO PROTECTIVE ORDER

[INTENTIONALLY DELETED: SEE PROPRIETARY VERSION]

NOTICE:

Not for use or disclosure outside the Verizon Companies except under written agreement.

CONFIDENTIAL – SUBJECT TO PROTECTIVE ORDER

[INTENTIONALLY DELETED: SEE PROPRIETARY VERSION]

9/15/2001

As a result of further collaborative discussions, the following steps would be required to accomplish disconnecting data from a line splitting arrangement:

An existing Line Splitting customer wishes to disconnect data and convert the loop and port to a UNE P and retain voice service only.

The CLEC may migrate an existing Line Splitting arrangement to voice only by disconnecting the data, converting the loop and port to UNE -P and retaining the same voice provider.

The status of the Line Splitting account pre-migration is as follows:

- 1. The end user is receiving a CLEC bill for both voice and data service.*
- 2. The VLEC is receiving Line Splitting charges from Verizon.*
- 3. The loop and port are connected to the DLEC splitter.*

The following activities would occur to implement the disconnect of data and the return of voice only service (UNE-P):

- 1. Either the VLEC or the DLEC may issue the disconnect data only order by submitting an LSR using the appropriate ACNA and populating the corresponding CCNA in the LSP field.*
- 2. The TN, and circuit ID are required on the order.*
- 3. The FOC and Provisioning Completion Notice (PCN) goes to the entity which submitted the order.*
- 4. The Billing Completion Notice (BCN) goes to the underlying billing party (VLEC)*
- 5. The line loss notice goes from the entity which submitted the LSR to the partnering VLEC/DLEC.*
- 6. The loop and port are disconnected from the splitter.*
- 7. The loop and port are converted back to a UNE-P.*
- 8. The VLEC receives charges from Verizon to convert the loop and port back to a UNE-P.*



NETWORK SERVICES

Verizon VA Exhibit 63D

Issue 1.0 Date: 06/27/01
Bulletin Number: 2001-00425-OSP

ENGINEERING & PLANNING SUPPORT

[INTENTIONALLY DELETED: SEE PROPRIETARY VERSION]

NOTICE: Not for use or disclosure outside the VERIZON Companies except under written agreement.

CONFIDENTIAL – SUBJECT TO PROTECTIVE ORDER

1

2

3

4

Network Architecture Panel Record Request

Request: Is it Verizon's Position that CLECs would be required to have an interconnection point at each co-location site within a local calling area, or it Verizon's position that CLECs would only have to have one interconnection point within a local calling area? Tr. 1082.

Response: The CLECs would have to establish one interconnection point ("IP") within a local calling area. Tr. 1320.

Network Architecture Panel Record Request

Request: Is the Newport News tandem an access tandem? Tr. 1272-1273.

Response: The Newport News tandem is not an access tandem. Tr. 1273.

—

—

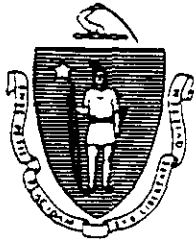
—

—

Network Architecture Panel Record Request

Request: What were the timing deadlines for the implementation of Mid-Span Meet Points of Interconnection set in the Massachusetts arbitration? Tr. 1456-1457.

Response: The Massachusetts Department of Technology and Energy ("Massachusetts D.T.E.") held that the activation date for a mid-span meet arrangement "shall be no sooner than 60 days, and no later than 120 days, after receipt of the associated trunk order." *Petition of MediaOne Telecommunications of Massachusetts, Inc. and New England Telephone and Telegraph Company d/b/a Bell Atlantic-Massachusetts for arbitration, pursuant to Section 252(b) of the Telecommunications Act of 1996 to establish an interconnection agreement*, D.T.E. 99-42/43, 99-52 at 48 (rel. August 25, 1999) (see attached excerpt). The Massachusetts D.T.E. also stated that Verizon may petition the Department for appropriate relief under "exceptional circumstances . . . including delays caused by third-party vendors." *Id.* at n. 47.



The Commonwealth of Massachusetts
—
DEPARTMENT OF
TELECOMMUNICATIONS AND ENERGY

August 25, 1999

D.T.E. 99-42/43, 99-52

Petitions of MediaOne Telecommunications of Massachusetts, Inc. and New England Telephone and Telegraph Company d/b/a Bell Atlantic-Massachusetts for arbitration, pursuant to Section 252(b) of the Telecommunications Act of 1996 to establish an interconnection agreement.

and

Petition of Greater Media Telephone, Inc. for arbitration, pursuant to Section 252(b) of the Telecommunications Act of 1996 to establish an interconnection agreement with New England Telephone and Telegraph Company d/b/a Bell Atlantic-Massachusetts.

APPEARANCES: Barbara Anne Sousa, Esq.
Bruce P. Beausejour, Esq.
185 Franklin Street, Room 1403
Boston, MA 02107

FOR: NEW ENGLAND TELEPHONE AND
TELEGRAPH COMPANY D/B/A BELL ATLANTIC-
MASSACHUSETTS
Petitioner

Ellen W. Schmidt, Esq.
6 Campanelli Drive
Andover, MA 01810

and

Richard A. Karre, Esq.
MediaOne Group
188 Inverness Drive West, Sixth Floor
Englewood, Colorado 80112

FOR: MEDIAONE TELECOMMUNICATIONS OF
MASSACHUSETTS, INC.
Petitioner

Alan Mandl, Esq.
Ottenberg, Dunkless, Mandl & Mandl
260 Franklin Street
Boston, MA 02110

FOR: GREATER MEDIA TELEPHONE, INC.
Petitioner

TABLE OF CONTENTS

I.	<u>INTRODUCTION</u>	Page 1
II.	<u>PROCEDURAL HISTORY</u>	Page 2
III.	<u>OUTSTANDING PROCEDURAL ISSUES</u>	Page 4
	A. <u>MediaOne Motion for Interlocutory Order</u>	Page 4
	B. <u>MediaOne Motion to Strike</u>	Page 13
IV.	<u>STANDARD OF REVIEW</u>	Page 18
V.	<u>UNRESOLVED ISSUES</u>	Page 19
	A. <u>Statement Regarding Compliance with Section 251 of the Act</u>	Page 19
	1. <u>Introduction</u>	Page 19
	2. <u>Positions of the Parties</u>	Page 19
	a. <u>MediaOne</u>	Page 19
	b. <u>Bell Atlantic</u>	Page 20
	3. <u>Analysis and Findings</u>	Page 20
	B. <u>Interconnection and Physical Architecture</u>	Page 21
	1. <u>Points of Interconnection/Geographic Relevance/Physical Architecture</u>	Page 21
	a. <u>Introduction</u>	Page 21
	b. <u>Bell Atlantic Proposals</u>	Page 24
	i. <u>MediaOne</u>	Page 24
	ii. <u>Greater Media</u>	Page 25
	c. <u>MediaOne Proposal</u>	Page 27
	d. <u>Greater Media Proposal</u>	Page 28
	e. <u>Positions of the Parties</u>	Page 29
	i. <u>Bell Atlantic</u>	Page 29
	ii. <u>MediaOne</u>	Page 33
	iii. <u>Greater Media</u>	Page 35
	f. <u>Analysis and Findings</u>	Page 37
	i. <u>Bell Atlantic's obligation to provide technically feasible interconnection</u>	Page 38
	ii. <u>Additional IPs and Transport Costs</u>	Page 41
	iii. <u>Bell Atlantic's obligation to make a reasonable accommodation for interconnection and the effect of that obligation on mid-span meet build out costs</u>	Page 43
	iv. <u>Reciprocal Compensation Rate</u>	Page 45
	2. <u>Interconnection Activation Dates</u>	Page 45
	a. <u>Introduction</u>	Page 46
	b. <u>Positions of the Parties</u>	Page 46
	i. <u>MediaOne</u>	Page 46
	ii. <u>Bell Atlantic</u>	Page 46

	c.	<u>Analysis and Findings</u>	Page 47
3.		<u>Collocation at MediaOne Site</u>	Page 48
	a.	<u>Introduction</u>	Page 48
	b.	<u>Positions of the Parties</u>	Page 49
	i.	<u>MediaOne</u>	Page 49
	ii.	<u>Bell Atlantic</u>	Page 49
	c.	<u>Analysis and Findings</u>	Page 50
C.		<u>Transmission and Routing of Telephone Exchange Service Traffic</u>	Page 50
	1.	<u>Monitoring of Trunk Traffic/Prevention of Blocking</u>	Page 50
	a.	<u>Introduction</u>	Page 50
	b.	<u>Positions of the Parties</u>	Page 51
	i.	<u>MediaOne</u>	Page 51
	ii.	<u>Bell Atlantic</u>	Page 52
	c.	<u>Analysis and Findings</u>	Page 53
	2.	<u>Access to Call-Related Database through Commercial SS7 Provider</u>	Page 55
	b.	<u>Positions of the Parties</u>	Page 56
	i.	<u>MediaOne</u>	Page 56
	ii.	<u>Bell Atlantic</u>	Page 56
	c.	<u>Analysis and Findings</u>	Page 57
	3.	<u>Direct Trunking Threshold Level</u>	Page 58
	a.	<u>Introduction</u>	Page 58
	b.	<u>Positions of the Parties</u>	Page 59
	i.	<u>MediaOne</u>	Page 59
	ii.	<u>Greater Media</u>	Page 60
	iii.	<u>Bell Atlantic</u>	Page 61
	c.	<u>Analysis and Findings</u>	Page 62
	4.	<u>Reciprocal Compensation Applicability</u>	Page 64
	a.	<u>Introduction</u>	Page 64
	b.	<u>Position of the Parties</u>	Page 65
	i.	<u>MediaOne</u>	Page 65
	ii.	<u>Bell Atlantic</u>	Page 65
	c.	<u>Analysis and Findings</u>	Page 65
D.		<u>Tandem Transit Service</u>	Page 66
	1.	<u>Introduction</u>	Page 66
	2.	<u>Positions of the Parties</u>	Page 67
	a.	<u>MediaOne</u>	Page 67
	b.	<u>Bell Atlantic</u>	Page 69
	3.	<u>Analysis and Finding</u>	Page 72
	a.	<u>Bell Atlantic's obligation to provide tandem transit service</u>	Page 72
	b.	<u>MediaOne's obligation to establish reciprocal local traffic exchange arrangements</u>	Page 74
	c.	<u>Appropriate threshold for direct trunking</u>	Page 75
	d.	<u>Appropriate time period to establish direct trunking</u>	Page 77
E.		<u>Network Maintenance and Management Standards</u>	Page 79

Bell Atlantic is correct that “to the extent [ILECs] incur costs to provide interconnection or access under sections 251(c)(2) or 251(c)(3), [ILECs] may recover such costs from requesting carriers.” Local Competition Order at ¶ 200. However, ¶ 200 refers to the cost of establishing and maintaining an interconnection arrangement for a CLEC, not to transport costs. Transport and termination costs within a local service area are covered by the reciprocal compensation rates under § 252(d)(2). Local Compensation Order at ¶ 1034. Traffic originating or terminating outside of the applicable local area would be subject to interstate and intrastate access charges. Id. at ¶ 1035.

- iii. Bell Atlantic’s obligation to make a reasonable accommodation for interconnection and the effect of that obligation on mid-span meet build out costs

The FCC has stated that ILECs must make a reasonable accommodation for interconnection. Local Competition Order at ¶ 202. “We further conclude that the obligations imposed by sections 251(c)(2) and 251(c)(3) include modifications to [ILEC] facilities to the extent necessary to accommodate interconnection ...” Id. at ¶ 198.

That is, use of the term “feasible” implies that interconnecting or providing access to a LEC network element may be feasible at a particular point even if such interconnection or access requires a novel use of, or some modification to, [ILEC] equipment ... Congress intended to obligate the [ILEC] to accommodate the new entrant’s network architecture ... Consistent with that intent, the [ILEC] must accept the novel use of, and modification to, its network facilities to accommodate the interconnector or to provide access to unbundled elements.

Id. at ¶ 202.

Furthermore, the FCC’s definition of “technically feasible” states that “the fact that an

⁴⁵(...continued)

Id. at ¶ 199, n. 426.

that the expenses of a mid-span meet build out will likely vary from project to project (IR-BA-M1-1-5). Until the Department has a record of a particular build out and the associated costs, we cannot make the determination whether those costs constitute a reasonable accommodation of interconnection and must therefore be borne by Bell Atlantic. At such time as the parties establish a new mid-span meet, and to the extent they are unable to agree on cost sharing, the parties may come before the Department with the actual figures for a particular build out. At that time, the Department would determine whether a particular build out constitutes a "reasonable accommodation of interconnection."

iv. Reciprocal Compensation Rate

Regarding the parties' dispute on the appropriate rate to be paid for reciprocal compensation, the Department addressed this issue in its Consolidated Arbitrations, Phase 4 Order. In that Order, the Department stated that "the appropriate rate for the carrier other than the [ILEC] is the [ILEC's] tandem interconnection rate." Consolidated Arbitrations, D.P.U./D.T.E. 96-73/74, 96-75, 96-80/81, 96-94-Phase 4, at 70, (1996), ("Consolidated Arbitrations"), citing 47 C.F.R. § 51.711(a)(3). The parties have presented us with no reason to deviate from this position.⁴⁶ Therefore, the reciprocal compensation rate to be paid between the parties is the tandem rate. The other remaining issue – direct trunking – is discussed in Section V.C.3., supra.

2. Interconnection Activation Dates

⁴⁶ Bell Atlantic has not shown with record evidence that the current reciprocal compensation rates do not appropriately compensate it for transport and termination related to the mid-span meet form of interconnection.

Rather than agree on a specific time interval in the agreement, Bell Atlantic proposes that MediaOne and Bell Atlantic agree on an activation date within ten business days from the date Bell Atlantic receives MediaOne's transport orders (facilities orders and routing information) for interconnection in a new LATA (Bell Atlantic Brief at 40-41, citing Exh. BA-MA-7, at 16). Bell Atlantic contends that that activation date should be no earlier than 60 days after Bell Atlantic receives the necessary information (id. at 40). Bell Atlantic states that this is consistent with language contained in approved interconnection agreements (id.). Bell Atlantic argues that a firm date to complete all interconnection orders is not feasible because it ignores the fact that activation will be determined by the method of interconnection selected and Bell Atlantic's overall interconnection activity at the time MediaOne submits its facilities orders and routing information to Bell Atlantic (id.). Bell Atlantic also contends that interconnection activations are affected by standard provisioning intervals for interconnection facilities and collocation, and are also contingent on the availability of facilities (id. at 40-41). Finally, Bell Atlantic contends that a decision by MediaOne to purchase transport facilities from a third party could also affect the timing of interconnection activation (id.).

c. Analysis and Findings

We agree with MediaOne that its ability to make its service expansion plans is hindered by Bell Atlantic's refusal to establish, in the interconnection agreement, an overall date certain by which MediaOne can expect the interconnection process to be complete. Unless a CLEC knows with certainty when its interconnection with Bell Atlantic will be operational, it cannot finalize sales and marketing, and operational support planning, which are critical components to any business plan.

Bell Atlantic is correct that “to the extent [ILECs] incur costs to provide interconnection or access under sections 251(c)(2) or 251(c)(3), [ILECs] may recover such costs from requesting carriers.” Local Competition Order at ¶ 200. However, ¶ 200 refers to the cost of establishing and maintaining an interconnection arrangement for a CLEC, not to transport costs. Transport and termination costs within a local service area are covered by the reciprocal compensation rates under § 252(d)(2). Local Compensation Order at ¶ 1034. Traffic originating or terminating outside of the applicable local area would be subject to interstate and intrastate access charges. Id. at ¶ 1035.

iii. Bell Atlantic’s obligation to make a reasonable accommodation for interconnection and the effect of that obligation on mid-span meet build out costs

The FCC has stated that ILECs must make a reasonable accommodation for interconnection. Local Competition Order at ¶ 202. “We further conclude that the obligations imposed by sections 251(c)(2) and 251(c)(3) include modifications to [ILEC] facilities to the extent necessary to accommodate interconnection ...” Id. at ¶ 198.

That is, use of the term “feasible” implies that interconnecting or providing access to a LEC network element may be feasible at a particular point even if such interconnection or access requires a novel use of, or some modification to, [ILEC] equipment ... Congress intended to obligate the [ILEC] to accommodate the new entrant’s network architecture ... Consistent with that intent, the [ILEC] must accept the novel use of, and modification to, its network facilities to accommodate the interconnector or to provide access to unbundled elements.

Id. at ¶ 202.

Furthermore, the FCC’s definition of “technically feasible” states that “the fact that an

⁴⁵(...continued)

Id. at ¶ 199, n. 426.

[ILEC] must modify its facilities or equipment to respond to such request does not determine whether satisfying such request is technically feasible.” 47 C.F.R. § 51.5. Therefore, Bell Atlantic must make a reasonable accommodation for interconnection, which may include some modifications to its facilities.

The FCC has specific rules for accommodation of interconnection in the meet point arrangement context. Bell Atlantic is required to make “some” buildout or a “limited” buildout of facilities as a reasonable accommodation for interconnection. The FCC has stated “although the creation of meet point arrangements may require some build out of facilities by the [ILEC], we believe such arrangements are within the scope of the obligations imposed by sections 251(c)(2) and 251(c)(3) ... the limited build-out of facilities from that point may then constitute an accommodation of interconnection. In a meet point arrangement, each party pays its portion of the costs to build out the facilities to the meet point.” Local Competition Order at ¶ 553. The FCC based this position on the following reasoning: “In this situation, the [ILEC] and the new entrant are co-carriers and each gains value from the interconnection arrangement.” Id.

What constitutes a reasonable accommodation is based, at least in part, on the distance of the build out. The FCC stated “[r]egarding the distance from an [ILEC’s] premises that an incumbent should be required to build out facilities for meet point arrangements, we believe that the parties and state commissions are in a better position than the [FCC] to determine the appropriate distance that would constitute the required reasonable accommodation of interconnection.” Id. at ¶ 553.

Therefore the Department must determine whether a particular build out distance constitutes a reasonable accommodation of interconnection. The record in this matter indicates

that the expenses of a mid-span meet build out will likely vary from project to project (IR-BA-M1-1-5). Until the Department has a record of a particular build out and the associated costs, we cannot make the determination whether those costs constitute a reasonable accommodation of interconnection and must therefore be borne by Bell Atlantic. At such time as the parties establish a new mid-span meet, and to the extent they are unable to agree on cost sharing, the parties may come before the Department with the actual figures for a particular build out. At that time, the Department would determine whether a particular build out constitutes a "reasonable accommodation of interconnection."

iv. Reciprocal Compensation Rate

Regarding the parties' dispute on the appropriate rate to be paid for reciprocal compensation, the Department addressed this issue in its Consolidated Arbitrations, Phase 4 Order. In that Order, the Department stated that "the appropriate rate for the carrier other than the [ILEC] is the [ILEC's] tandem interconnection rate." Consolidated Arbitrations, D.P.U./D.T.E. 96-73/74, 96-75, 96-80/81, 96-94-Phase 4, at 70, (1996), ("Consolidated Arbitrations"), citing 47 C.F.R. § 51.711(a)(3). The parties have presented us with no reason to deviate from this position.⁴⁶ Therefore, the reciprocal compensation rate to be paid between the parties is the tandem rate. The other remaining issue – direct trunking – is discussed in Section V.C.3., supra.

2. Interconnection Activation Dates

⁴⁶ Bell Atlantic has not shown with record evidence that the current reciprocal compensation rates do not appropriately compensate it for transport and termination related to the mid-span meet form of interconnection.

a. Introduction

MediaOne and Bell Atlantic disagree on the appropriate interconnection activation date for IPs when MediaOne expands its services into a new LATA. The interconnection activation date is the date when a CLEC may begin exchanging traffic between its network and Bell Atlantic's network.

b. Positions of the Parties

i. MediaOne

MediaOne contends that Bell Atlantic must agree to commit to establish firm interconnection activation dates for IPs in each LATA (MediaOne Brief at 16). MediaOne agrees with Bell Atlantic that standard intervals should apply for the purchase of interconnection facilities and collocation (id., citing Exh. M-4, at 2-3). However, if the interconnection is by mid-span meet, MediaOne proposes interconnection activation dates no sooner than 60 days and no later than 120 days, after receipt by Bell Atlantic of a trunk order (id.). MediaOne contends that it needs the deadline to ensure that Bell Atlantic will follow through on its commitment to implement MediaOne's network configuration plan (id.). Without such a time commitment, MediaOne contends that it will be unable to implement any plan to expand its services and service territory within a particular time frame (id., citing Tr. 2, at 316; Exh. M-4, at 3). MediaOne argues that while not all details of a mid-span meet arrangement can be identified in advance, the parties can still agree on a general time frame (id.). Finally, MediaOne argues that Bell Atlantic's proposal on activation dates violates its obligation to provide interconnection on terms and conditions that are just and reasonable (id.).

ii. Bell Atlantic

Rather than agree on a specific time interval in the agreement, Bell Atlantic proposes that MediaOne and Bell Atlantic agree on an activation date within ten business days from the date Bell Atlantic receives MediaOne's transport orders (facilities orders and routing information) for interconnection in a new LATA (Bell Atlantic Brief at 40-41, citing Exh. BA-MA-7, at 16). Bell Atlantic contends that that activation date should be no earlier than 60 days after Bell Atlantic receives the necessary information (id. at 40). Bell Atlantic states that this is consistent with language contained in approved interconnection agreements (id.). Bell Atlantic argues that a firm date to complete all interconnection orders is not feasible because it ignores the fact that activation will be determined by the method of interconnection selected and Bell Atlantic's overall interconnection activity at the time MediaOne submits its facilities orders and routing information to Bell Atlantic (id.). Bell Atlantic also contends that interconnection activations are affected by standard provisioning intervals for interconnection facilities and collocation, and are also contingent on the availability of facilities (id. at 40-41). Finally, Bell Atlantic contends that a decision by MediaOne to purchase transport facilities from a third party could also affect the timing of interconnection activation (id.).

c. Analysis and Findings

We agree with MediaOne that its ability to make its service expansion plans is hindered by Bell Atlantic's refusal to establish, in the interconnection agreement, an overall date certain by which MediaOne can expect the interconnection process to be complete. Unless a CLEC knows with certainty when its interconnection with Bell Atlantic will be operational, it cannot finalize sales and marketing, and operational support planning, which are critical components to any business plan.

We recognize that certain facilities provisioning and collocation are governed by timetables established under the Department's wholesale performance standards. See Consolidated Arbitrations, Phase 3-B (1998). However, Bell Atlantic's proposed language would give Bell Atlantic too much discretion over the timing of mid-span meet interconnections, by not requiring a deadline for activating MediaOne's trunks. We believe MediaOne's proposed language better balances the parties' interests, in that it gives MediaOne a date certain for activation while giving Bell Atlantic flexibility to complete the activation on any date within a period between 60 to 120 days after receipt of an error-free trunk order. Therefore, we find that the interconnection activation date for a mid-span meet arrangement shall be no sooner than 60 days, and no later than 120 days, after receipt of the associated trunk order. The 120 days should be ample time for the parties to work out the various technical and other issues. In addition, with four months advance notice, Bell Atlantic should be able to plan properly for the availability of facilities for mid-span meets.⁴⁷ If MediaOne decides to purchase transport facilities from a third party, MediaOne shall use reasonable efforts to ensure that the third-party provider does not unreasonably delay Bell Atlantic's efforts to complete the interconnection by the deadline.

3. Collocation at MediaOne Site

a. Introduction

The issue in dispute is whether MediaOne is required under the Act to provide collocation

⁴⁷ The Department recognizes that there may be exceptional circumstances that prevent Bell Atlantic from meeting this deadline, including delays caused by third-party vendors. Therefore, we will allow Bell Atlantic to petition the Department for relief in appropriate circumstances. We note that our reasoning here applies to establishment of each IP, not only those in a new LATA.

1

2

3

Network Architecture Panel Records Request

Request: What is the maximum number of Verizon central offices that subtend a Verizon tandem?

Response: The maximum number of central offices that subtend a Verizon tandem is approximately forty. Tr. 1441.

Network Architecture Panel Records Request

Request: Provide a copy of the Massachusetts D.T.E. Arbitration Order between Verizon (formerly Bell Atlantic) and MediaOne, specifically as it relates to its decision on the Mid-Span Meet. Tr. 1578.

Response: Please see Verizon VA Exhibit 66 and attachment thereto.

—

—

—

—

Intercarrier Compensation Panel Record Request

Request: Since the effective date of the Commission's *ISP Remand Order*, has Verizon adjusted compensation rates to CLECs in Virginia to reflect the implementation of the 3:1 ratio?

Response: Yes. In a May 14 Industry Letter to all CLECs and CMRS providers with whom Verizon interconnects, Verizon offered to exchange 251(b)(5) traffic at a rate equal to the rate caps for ISP-bound traffic set by the Commission in its *ISP Remand Order*. Following the effective date of the *ISP Remand Order*, Verizon began to dispute charges billed by CLECs that exceeded the Commission's compensation scheme.

To identify such excess charges, Verizon multiplied by three the number of MOUs billed by Verizon to the CLEC for a particular billing period. Per the Commission's Order, all MOUs billed by the CLEC to Verizon up to the number equal to 3 times the number of MOUs billed by Verizon to the CLEC were paid at the contract rate for local termination (*i.e.*, the reciprocal compensation rate). Conversely, Verizon presumed that all MOUs billed by the CLEC in excess of that product were ISP-bound MOUs to be paid at rates equal to the Commission-mandated caps.

Verizon's policy is to send a dispute letter to any CLEC whose bill is adjusted. The letter would have stated the amount in dispute and the basis for the adjustment. Upon receipt of such letter, the adjustment regarding the 3:1 ratio became ripe for a billing dispute under the applicable interconnection agreement, should the CLEC choose to challenge Verizon's calculations. ATT, WCOM and Cox have all had their bills adjusted in this manner in Virginia.